



SMOG CHECK ADVISORY

Official Publication of the California Department of Consumer Affairs/Bureau of Automotive Repair

January 2000

COUNTDOWN TO FEBRUARY 2000

In less than 30 days, California's first report to the U.S. Environmental Protection Agency (USEPA) on its Enhanced Smog Check Program is due. Over the last several months, BAR staff have provided helpful tips and advice for shops and technicians. Most of the items listed below are still, and will continue to be, of great significance to the USEPA. Some improvements on some of the issues have been made, but other areas are still a problem. All the advice is intended to help stations and technicians improve their performance, and BAR urges shops and technicians to follow these tips and advice.

- Pre-inspection data must be entered into the Emissions Inspection System (EIS) or Test Analyzer System (TAS).
- You may NOT abort tests except for the reasons detailed in the *Smog Check Inspection Manual*, (e.g., oil leak, engine noise, etc.). See related story below.
- Do not abort tests by using the reset switch on the analyzer to avoid failing the consumer's vehicle; it is an improper test procedure.
- It's okay to replace gas caps before testing . . . as long as you enter the repair into the EIS/TAS.
- Stations must enter all emissions-related repair costs charged to customers. If not, comparison to the various program studies will be inaccurate.
- Do not replace catalytic converters until an engine performance diagnosis is performed and the appropriate repairs are completed. Even after computer-controlled systems are operating to specification, a catalytic converter diagnosis should be performed before "CAT" replacement. See related story on page 3.
- Enter vehicle odometer readings as instructed by the EIS/TAS. Data must be entered exactly as shown on the vehicle's odometer and must not be adjusted for odometer rollover. BAR makes that adjustment by internal analysis.
- As always, clean-piping vehicles is strictly prohibited! ♦

Survey Shows High Number of Aborts During Smog Tests

In a statewide survey of Smog Check stations over a six-month period, BAR has found that more than 400 Smog Check stations showed an unusually high number of aborted tests.

Data show that 474 stations had 35 percent of aborted tests from May 1 through October 30, 1999. One station had over 1,300 aborts, and two others had more than 900 aborts during the survey period.

BAR researchers also discovered one instance where a technician aborted the test on one vehicle 10 times. Records show that on the 11th attempt the vehicle passed and the owner was

issued a certificate after paying for more than \$2,000 in repairs. However, 30 days later, the vehicle failed as a Gross Polluter during a random roadside inspection.

"Aborts are proper in only a limited number of circumstances," said BAR Smog Check Enforcement Manager Mike Vanderlaan. "Stopping the test to avoid a failure is an improper test procedure."

In addition, the BAR-97 analyzer contains specific codes for the technician to use when a test must be aborted, and the technician must enter the code that indicates the reason for the

Survey (continued on page 4)

Procedures for Vehicles With a Slipped Harmonic Balancer or a Missing Timing Indicator

Referee certification required for statically timed Test-Only directed vehicles

During the Smog Check inspection, situations may arise where the functional timing test cannot be performed because of a mechanical defect such as a slipped harmonic balancer or a missing timing indicator. Under these conditions, all licensed Smog Check stations must fail the vehicle for the functional timing test.

Stations equipped with a BAR-97 have provisions to enter these ignition timing conditions under an "M" code for "mechanical problem prohibits timing check," whereas stations with a BAR-90 must fail the timing test and enter "99A" as the timing reading.

Furthermore, because Test-Only stations are prohibited from performing any mechanical repairs on vehicles that fail their Smog Check inspections, directed vehicles that fail timing functional tests because of a mechanical problem must be referred to a Test & Repair station for appropriate repairs.

The Test & Repair station should then advise the consumer of the two types of repair options for

Timing (continued on page 4)





SNAPSHOT

Here are the Smog Check testing and repair statistics for the months of October and November 1999. As always, the "Tests Conducted" data represents all Acceleration Simulation Mode (ASM) and Two-Speed Idle (TSI) tests performed on vehicles by Smog Check stations statewide, with the number of certificates that resulted from these tests shown under "Certificates Issued." The remaining data represent only ASM and TSI first (initial) tests performed on vehicles. The difference between Enhanced and Basic/Change of Ownership (COO) Areas of the state is also shown.

	OCTOBER	NOVEMBER
<i>Program Volume</i>		
Tests Conducted	942,758 *	881,561 *
Vehicles Tested	786,261	734,391
Enhanced	504,227	471,386
Basic/COO	282,026	262,950
Vehicles Failed	88,502 (11.3%)	82,621 (11.3%)
Enhanced	70,334 (13.9%)	65,326 (13.9%)
Basic/COO	18,167 (6.4%)	17,295 (6.6%)
Certificates Issued	801,921	747,366
<i>Type of Failure</i>		
Tailpipe	64,884 (8.3%)	60,070 (8.2%)
Enhanced	53,874 (10.7%)	49,464 (10.5%)
Basic/COO	11,010 (3.9%)	10,597 (4.0%)
Gross Polluters	29,146 (3.7%) **	27,828 (3.8%) **
Enhanced	24,278 (4.8%)	22,985 (4.9%)
Basic/COO	4,868 (1.7%)	4,837 (1.7%)
Visual	18,831 (2.4%) #	17,999 (2.5%)
Enhanced	16,158 (3.2%) #	15,367 (3.3%)
Basic/COO	2,673 (1.0%) #	2,632 (1.0%)
Functional	43,959 (5.6%) #	42,026 (5.7%)
Enhanced	34,600 (6.9%) #	33,143 (7.0%)
Basic/COO	9,359 (3.4%) #	8,883 (3.5%)
<i>Failure by Station Type</i>		
Test & Repair		
Enhanced	26,434 (9.8%)	24,432 (9.8%)
Basic/COO	10,492 (3.7%) #	10,182 (3.9%)
GSGR		
Enhanced	12,550 (10.8%)	11,543 (10.7%)
Basic/COO	4,249 (8.1%)	3,946 (8.0%)
GPC		
Enhanced	2,438 (13.8%)	2,213 (13.5%)
Basic/COO	3,034 (7.2%)	2,808 (7.0%)
Test-Only		
Enhanced	28,495 (29.3%)	26,749 (28.3%)
Basic/COO	234 (14.2%)	251 (17.8%)
<i>By Type</i>		
High Emitter Profile (HEP)	19,720 (40.3%)	18,400 (38.5%)
Random 2%	2,033 (30.6%) #	1,819 (29.7%)
Volunteers	7,192 (16.2%)	6,540 (16.1%)
<i>Average Reported Repair Costs</i>		
Vehicles Repaired	62,509	57,949
Average Cost (statewide)	\$ 124	\$ 123
Test & Repair Stations	\$ 101	\$ 99
GSGR Stations	\$ 108	\$ 109
GPC Stations	\$ 191	\$ 195
Repair Assistance Stations	\$ 463 ***	\$ 454 ***
Enhanced Areas	\$ 127	\$ 128
Basic/COO Areas	\$ 119	\$ 114
<i>Consumer Assistance Program</i>		
Vehicles Receiving Repair Assistance	574	614
Vehicles Retired	149	53
Repair Cost Waivers Issued	141	97
Economic Hardship Extensions Issued	111	87

* Includes multiple tests on same vehicle.

** Subset of tailpipe failures.

*** Includes consumer co-pay.

Recalculations.

New Smog Technician Candidate Handbook in the Mail

Experior Assessments, LLC, BAR's new exam contractor, recently mailed new Candidate Handbooks to Smog Check technicians whose licenses expire at the end of April 2000.

"The handbook is formatted differently but contains the same information about the exam content as previous handbooks," according to Standards and Training Branch Manager George Adelsperger. "The changes cover the differences in how the exam is scheduled and administered."

To receive multiple copies, call BAR's mailroom at (916) 255-2919. ❖

Auto Repair High on the List of Consumer Complaints

Auto repair made the top 10 of services that generate the greatest number of consumer complaints in the nation, according to a list recently released by two consumer organizations.

The National Association of Consumer Agency Administrators and the Consumer Federation of America also listed auto sales, auto leasing, home improvement, household goods, credit/lending, mail order, landlord/tenant, utilities, and travel/tourism on the top 10 list.

A similar list is generated each year in California, according to statistics collected by the Department of Consumer Affairs (DCA). Of the 60,084 complaints DCA received from the public in Fiscal Year 1998–99, auto repair and/or Smog Check related complaints topped the list with 41.6 percent (25,029) of the complaints. By comparison, the Contractor's State License Board ranked second with 29.6 percent (17,802) of the complaints received during the same period. ❖

2000 Calendar of Coming Events



JANUARY

17 Martin Luther King, Jr. Day — State Holiday, BAR offices will be closed.

FEBRUARY

21 Presidents' Day — State Holiday, BAR offices will be closed.

New Smog Check Manual Now in Effect

Effective January 1, 2000, technicians and station owners were required to comply with changes contained in the revised *Smog Check Inspection Manual*.

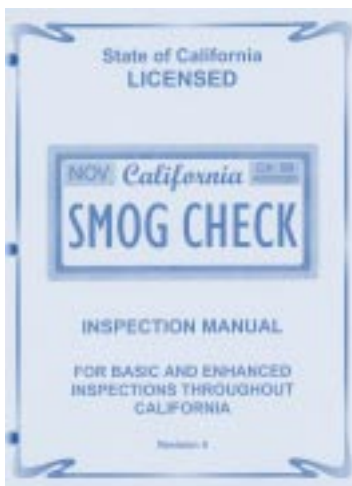
"We mailed the revised manuals to all Smog Check stations in late November, and we will follow up with ET blasts highlighting some of the key changes over the next several months," said BAR's Standards and Training Branch Manager George Adelsperger.

According to Adelsperger, there are two significant changes in the manual:

- Effective November 5, 1999, vehicles over 14,000 pounds Gross Vehicle Weight Rating (GVWR) powered by Compressed Natural Gas (CNG) or Liquefied Natural Gas (LNG) were exempted from the Smog Check Program.
- A vehicle must be in "fuel control" after completion of emission failure repairs by a licensed smog technician in a licensed Smog Check station. Installation or replacement of a catalytic converter (CAT) on a vehicle not in fuel control is

not an accepted repair practice. (See page 100 of the new Smog Check manual for details.)

Moreover, it is the Smog Check station's responsibility to inform a customer whose vehicle is not in fuel control that installation or replacement of a CAT is not an accepted repair procedure and may cause premature failure of



the CAT. Although a customer may request that a new CAT be installed on the vehicle, Smog Check stations should make every effort to discourage customers from installing a CAT unless the appropriate diagnoses and repairs are made first.

In addition to the changes noted above, Appendices F, G, and H of the previous version of the manual have been deleted because they covered retrofit systems for vehicles that are no longer part of the Smog Check Program. Appendix K was shortened because the detailed lists of Executive Orders for exempted aftermarket parts issued by the Air Resources Board (ARB) were removed. The same information is available from BAR's website, www.smogcheck.ca.gov, the Emissions Parts Locator, and our Consumer Information Center at (800) 952-5210.

"Many of the sections also include changes previously published in the *Smog Check Advisory*," he added. "We recommend that shop owners and technicians review the entire manual to be aware of all the changes that are now in effect." ❖

Survey *(continued from page 1)*

abort, which is printed on the Vehicle Information Report (VIR). Moreover, if the BAR-97 malfunctions, it will automatically abort the test.

According to the new *Smog Check Inspection Manual* (page 65, paragraph 6.5), technicians can only abort a test if the vehicle becomes untestable for one or more of the following:

- ❖ It is unsafe to continue testing the vehicle (e.g., gasoline leak, etc.).
- ❖ The vehicle could be damaged (e.g., low oil pressure, etc.).
- ❖ The idle RPM is too high, and therefore the BAR-90 will not start the low RPM test sequence. Loading the engine is not allowed (e.g., turning the AC or other accessories on, turning the steering wheel on power steering equipped vehicles, etc.).

In addition, on page 66 of the new *Smog Check Inspection Manual*, there is a list of all the abort escape codes for the BAR-90 analyzer for technicians to use when an abort is necessary. These codes must be used and will indicate the reason for the abort. If technicians choose "OTHER" from the abort escape code list, they

must make a note on all copies of the VIR and repair order, explaining the actual cause of the abort.

Conditions under which tests can be aborted when using the BAR-97 analyzer are also discussed on page 86 of the new *Smog Check Inspection Manual*. In addition to the possibility that it is unsafe to continue the test — or the vehicle could be damaged if testing is continued — the BAR-97 will automatically abort the inspection if:

- ❖ There is a BAR-97 equipment failure.
- ❖ The BAR-97 loses power.
- ❖ The vehicle has been restarted more than twice for any of the conditions listed in Section 5.5 of the new manual.
- ❖ The vehicle cannot maintain the speed conditions.

"All the abort activities taking place at stations are easily tracked through the VID," Vanderlaan added. "Continued improper use of the abort function could result in some form of disciplinary action." ❖

Timing *(continued from page 1)*

the vehicle (i.e., replacement of the harmonic balancer and/or timing indicator, or performing a static timing procedure). After consumer approval, the Test & Repair station can proceed with the appropriate repairs.

If the consumer opts for the static timing procedure, one method of statically timing a vehicle is to verify the engine is at "top dead center." This can be accomplished by removing the number one spark plug and rotating the crankshaft to bring the number one piston to the top of its compression stroke and then marking a reference point on the balancer. The mark on the balancer is then used as a reference for performing the functional timing check.

On Test-Only directed vehicles where static timing procedures have been performed, the vehicles *should* be referred to the Referee for final certification. This is because a Test-Only technician cannot verify that the balancer has not further "slipped" or has not degraded in some way during the drive back to the Test-Only station without performing another static timing procedure, which is considered a repair.

The cost to repair these types of mechanical defects may be used by the consumer toward obtaining a repair cost waiver. ❖



The Bottom Line as of December 1, 1999



- 108** Cut score on the current smog exam.
- 70.80** Percent of technicians passing EA Smog Check exam in October.
- 8,079** Technicians completed BAR-97 eight-hour Transition Training.
- 8,855** Advanced (EA) technicians licensed.
- 4,487** Basic (EB) technicians licensed.
- 4,912** Test & Repair Stations statewide.
- 1,949** Gold Shield Guaranteed Repair (GSGR) stations statewide.
- 377** Gross Polluter Certification (GPC) stations statewide.
- 384** Test-Only stations statewide.
- 507** Test-Only lanes statewide.
- 83** GPC stations participating in the Repair Assistance Program (RAP).
- 3,278** Vehicles repaired under RAP.
- 11*** Dismantler sites under the Vehicle Retirement Program (VRP).
- 1,120** Vehicles retired under VRP.

* Other dismantler sites pending approval.



Global Interest in Smog Check Program

The Bureau of Automotive Repair has recently hosted delegations from around the world that are interested in previewing California's premier Smog Check Program.

A 17-member Asian group from the Philippines, Malaysia, Thailand, Vietnam, Indonesia, Sri Lanka, India, and Taiwan, in conjunction with the United States-Asia Environmental Partnership Program (US-AEP), added Sacramento to its itinerary on November 4th. The US-AEP's objective is to promote U.S. air pollution control and monitoring technology, as well as consultation services for managing air pollution from mobile sources. BAR provided an overview of the California Smog Check Program.

Three representatives from the Japan Ministry of Transportation also visited on November 10th to discuss safety and emission inspections. BAR provided a program overview and tour of a Referee Center, and CHP representatives escorted the group through a truck safety inspection facility.

In September BAR hosted a group from Thailand and after the first of the year is anticipating a large Philippine delegation interested in comparing a "decentralized" program, such as California's, to a "centralized" program they will be previewing in Colorado.

BAR also will be involved in a two-day workshop this month with representatives of the California Environmental Protection Agency (Cal/EPA), the Air Resources Board (ARB), and officials from Baja California, Mexico. The workshop will focus on California's Smog Check Program experiences and interest by the Mexican government to establish a similar program in Baja California.

Clean air is, indeed, everyone's responsibility . . . planet-wide. ♦



Japan Ministry of Transportation delegates view BAR-97 monitor with John Baltazar (right), Regional Manager for the Community College Foundation, BAR's Referee contractor. Photo by Ralph Barnett.



Bob Benjaminson, BAR Air Quality Engineer, gives a dynamometer test demonstration to Asian delegation. Photo by Peggy Jones.



Asian delegation views Smog Check testing equipment at the BAR headquarters testing facility. Photo by Peggy Jones.

Disciplinary Actions

Northern California

THE TUNEUP SPECIALISTS—Hayward
Danny L. Williams, aka Danny Lee Williams,
President/Technician

Order: ARD registration, Smog Check
Station license, and Basic Area Smog Check
Technician license revoked. (09/09/99)

CHANG GROUP, INC.—San Bruno
dba **SPEEDEE OIL CHANGE & TUNE UP**
(17020)

Samuel Chang, President

Order: ARD registration and Smog Check
Station license revoked. (09/14/99)

PORTOLA CHEVRON—Livermore

Timothy Wayne Johnson, Owner

Order: ARD registration revoked, stayed, and
placed on three years' probation. Smog
Check Station license revoked, stayed, placed
on three years' probation, and suspended for
30 days. Further ordered to report to BAR as
directed, and reimburse BAR for costs of
investigation and prosecution in the amount
of \$2,500. (09/15/99)

LARRY BARROW TIRNETTA—Dublin

Order: Basic Area Smog Check Technician
license revoked, stayed, and placed on three
years' probation. (09/15/99)

Southern California

ALL BRAKES & TUNE—El Cajon

Fernando R. Reyes, aka Fernando Razo Reyes,
Owner/Technician

Order: ARD registration revoked, stayed, and
placed on five years' probation. Smog Check
Station license and Advanced Emission Specialist
Technician license revoked, stayed, placed on five
years' probation, and suspended for 30 days.
Further ordered to report to BAR as directed, and
reimburse BAR \$5,000 for costs of investigation.
(09/08/99)

SAM'S UNOCAL—Pacoima

Lazar Stephen Macuk, Partner

Samuel Stephen Macuk, Partner/Technician—
Palmdale

Order: ARD registration revoked, stayed, and
placed on three years' probation. Smog Check
Station license and Advanced Emission Specialist

Technician license revoked, stayed, placed on
three years' probation, and suspended for five
days. Further ordered to report to BAR as
directed, and reimburse BAR \$2,500 for costs
of investigation. Advanced Emission Specialist
Technician license issued to Samuel Stephen
Macuk revoked, stayed, placed on three years'
probation, and suspended for five days.
Samuel Stephen Macuk further ordered to
report to BAR as directed, and successfully
complete Bureau-approved courses in
diagnosis and repair of emission systems
failures and engine performance. (09/09/99)

FAMES AUTO REPAIR & BODY—San Diego
Dinh Xuan Pham, Owner

Order: ARD registration revoked, stayed, and
placed on five years' probation. Smog Check
Station license revoked. Further ordered to
report to BAR as directed. (09/14/99)



SMOG CHECK STATION CITATIONS

FACILITY NAME	ADDRESS	CITY	ZIP	LEVEL	ARD NUMBER	CITATION NUMBER	ASSESS AMOUNT	ASSESS DATE	DATE MAILED
*** Econo Lube N Tune #33	395 North Brea Blvd.	Brea	92621	1	AD 183482	C-99-473	250	07/16/99	5/18/99
A-1 Auto Service Center	1899 West Lincoln Avenue	Anaheim	92801	1	AD 199120	C-99-572	250	11/18/99	6/15/99
South Coast Metro Chevron	3801 South Bristol Street	Santa Ana	92704	1	AL 202486	C-00-001	250	11/29/99	7/30/99
Tuneup Masters #054	2622 Artesia Blvd.	Redondo Beach	90278	1	AK 065694	C-00-129	250	11/22/99	9/02/99
Precision Tune Auto Care	8637 Cuyamaca Street	Santee	92071	1	AC 187909	C-00-140	250	11/19/99	9/07/99
In N Out Smog	7751 Orangethorpe Avenue	Buena Park	90621	1	AJ 201629	C-00-146	250	11/17/99	9/07/99
USA Auto Repair & Sales	1313 North Second Street	El Cajon	92021	1	AG 190115	C-00-157	250	11/01/99	9/24/99
Only Smog Check	11869 Beach Blvd. #E	Stanton	90680	2	AF 200368	C-00-167	750	11/29/99	9/28/99
Sanchez Auto Repair	1308 12th Street	Sanger	93657	1	AE 183668	C-00-175	250	11/15/99	10/04/99
*** Frank's Computerized Auto	4525 West 1st Street, #A	Santa Ana	92703	1	AK 128205	C-00-179	250	11/19/99	10/20/99
*** Northwood Unocal 76 Lake	22391 El Toro Road	Lake Forest	92630	1	AL 191901	C-00-183	250	11/16/99	10/20/99
Crown Auto Service	8142 Garden Grove Blvd.	Garden Grove	92644	1	AG 096190	C-00-192	250	11/29/99	10/20/99
Manila Motorworks	25 East 18th Street	National City	91950	1	AL 197291	C-00-196	250	11/29/99	10/20/99
Sun Valley Auto Smog	8969 Laurel Canyon Blvd.	Sun Valley	91352	2	AJ 185609	C-00-201	750	11/19/99	10/20/99
Louie's Auto Repair	10145 Valley Blvd.	El Monte	91731	1	AC 188136	C-00-211	250	11/08/99	10/22/99
Yu's MPG Service Center	1000 South Santa Anita	Arcadia	91006	1	AJ 149243	C-00-213	250	11/08/99	10/22/99
Bill's Fast Lube & Smog	305 High Street	Delano	93215	1	AF 118270	C-00-232	250	11/29/99	11/10/99

* Stations that have had their Gold Shield Guaranteed Repair (GSGR) certification withdrawn (none reported).

** Stations that have had their Gross Polluter Certification (GPC) Pilot authority withdrawn (none reported).

*** Stations that have had their GPC and Repair Assistance Program (RAP) authority withdrawn.

Filter Replacement Is Inexpensive But Important to Maintain BAR-97s

Replacing filters on BAR-97 Emission Inspection Systems (EIS) could prove to be an inexpensive protection and an important key to ensuring proper maintenance of the equipment.

“We’re concerned that many shops are failing to properly maintain their BAR-97s, and replacing filters is such an easy fix,” said BAR’s Engineering Branch Manager David Amlin. (See BAR-97 maintenance advice on page 4 of the August edition of the *Smog Check Advisory*.)

Knowing when to replace BAR-97 filters requires technicians to observe the condition of the filters

on a regular basis. The condition and longevity of the filters depend on several variables, such as how often the analyzer is used, how dirty a vehicle’s emissions are, and whether or not vehicles have been properly warmed up.

Because of these variables, equipment manufacturers advise technicians to check the condition of filters before every test. Some warning signs that filters should be replaced include:

- Low flow indicator light comes on intermittently or continuously.

- Abnormal amounts of water seem to be accumulating in the filter bowls.
- Filters are extremely black.
- HC hang-up time increases.

“Stations will lose money unnecessarily if they experience downtime following a Quality Assurance inspection simply because they failed to replace something so basic and simple as a filter,” Amlin added. “Or worse yet, they damage an expensive BAR-97 by not performing this inexpensive maintenance step.” ♦

What Happens When Filters Are Neglected

When filter maintenance is ignored or neglected, serious damage can result to sensitive internal components of the BAR-97 unit, at considerable cost in service repairs. Below are examples of damaged emissions components resulting from poor user maintenance. Infrared bench components (items 1 and 2 below) are not repairable, and replacing the entire bench can cost upwards of \$1,300. The damaged sample pump (item 3) can cost several hundred dollars to replace.



1) Sampling cells from damaged and undamaged infrared benches.



2) Detector lenses from damaged and undamaged infrared benches.



3) Sample pump valve assembly.

NEW SMOG EXAM SYSTEM TO BEGIN IN FEBRUARY

Starting in February, BAR’s new computer-based smog examination will contain 125 scored questions that must be answered within three hours.

“The questions are based on the same ‘blueprint’ as before, so there’s no change in how technicians should prepare for the exam,” explained BAR’s Standards and Training Branch Manager George Adelsperger.

He added that technicians do not need any computer experience or outside training in order to operate the new testing system. There will be a personalized introduction to the testing system and an introductory lesson on the computer before the exam begins.

Examinees should also be aware that BAR does not endorse any training providers, except Clean Air Car Course schools, and does not share

examination information with any training providers.

The new exam contractor, Exporior Assessments, makes individual appointments for each exam, so there will be minimal waiting to check in and get started on the test.

“Examinees will be able to use their time more efficiently since there won’t be a booklet, answer sheet, and pencil to juggle,” Adelsperger said. ♦



State of California
Gray Davis, Governor

California Department
of Consumer Affairs
Kathleen Hamilton, Director

Bureau of Automotive Repair
Patrick Dorais, Acting Chief
10240 Systems Parkway
Sacramento, CA 95827

BAR FIELD OFFICE PHONE NUMBERS

Bakersfield (661) 833-6304
Canoga Park (818) 596-4400
Culver City (310) 410-0024
Fresno (559) 445-5015
Fullerton (714) 680-7851
Oceanside (760) 439-0942
Richmond (510) 243-9410
Riverside (909) 782-4250
Sacramento (916) 255-4200
San Jose (408) 277-1860
South El Monte (626) 575-6934
DCA Cashiering (916) 322-7002
DCA Licensing (916) 322-4000
ET Help Desk (916) 255-4476
MCI (800) 731-SMOG
(Then press 5 for technical support)

**Consumer Assistance and
Referee Center ... (800) 622-7733**

DCA HOTLINE (800) 952-5210

Bulk Rate
U.S. Postage
PAID
Oakland, CA
Permit No. 2101

Little Scoops...

- ❖ The new Quality Assurance (QA) Inspection Program is going well. Specific problems have been identified and are being shared and documented on an inspection report. Station owners and technicians are then given a specific amount of time to correct the problems.
- ❖ BAR staff is working with the Air Resources Board (ARB) and the California Highway Patrol (CHP) to develop a training course for law enforcement officers on how to detect tampered emission control systems during traffic stops.
- ❖ Technicians who purchased the old *Smog Check Inspection Manual* within 90 days prior to December 1, 1999, can receive a free copy of the new manual if they bring the receipt and a copy of the cover from the old manual to a BAR field office.

Change of Name & Address Notification Required

Licensees who change their names and/or addresses are required to notify DCA's Licensing Division within 14 days. Here's how to do it:

1. Contact DCA's Licensing Division at (916) 322-4000 to request a change of name/address form.
2. Complete the form and mail it, along with the original of your Auto Repair Dealer business registration and all associated station licenses

(photocopies of the business registration and licenses may be posted at the place of business until the new ones arrive), to:

*Department of Consumer Affairs
Licensing Division
400 R Street, Suite 3080
Sacramento, CA 95814*

Or, if you're a Smog Check technician at a testing site, ask the test proctor for a Change of Candidate Information form, fill it out, and return it to the proctor. ❖